GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:1872
ANSWERED ON:04.08.2005
MODERNISATION OF RAILWAY STATIONS
Pathak Shri Brajesh;Prasad Shri Hari Kewal

Will the Minister of RAILWAYS be pleased to state:

(a) the funds allocated for the modernisation of railway stations in the country particularly in Uttar Pradesh during the last three years and the current financial year, zone-wise;

(b) the amount proposed to be spent on each railway station, separately;

(c) the targets fixed for modernisation regarding the railway stations where the work is going on;

(d) whether the task of modernisation would be over during the current financial year;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU)

(a) to (f) A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 1872 BY SHRI BRAJESH PATHAK AND SHRI HARIKEVAL PRASAD TO BE ANSWERED IN LOK SABHA ON 4.08.2005 REGARDING MODERNISATION OF RAILWAY STATIONS.

(a) & (b) The Railway Budget is prepared Railway zone-wise and not state-wise. Hence, the figures of allotment made in the Railway Budget for Uttar Pradesh cannot be segregated. As Uttar Pradesh is a fairly large state, there are many Railways, viz., East Central, Northern, North Central, North Eastern and West Central Railways, which serve the state. Similarly, it is not possible to work out the figures of allotment for each individual Railway station since number of works for provision of passenger amenities at various stations are clubbed on the basis of various categories like types of amenities proposed, Railway Zone/Division under which the stations fall etc. The Budget allotment made for the Plan Head `Passenger Amenities` under Demand No. 16 - Assets, acquisition construction & replacement to all Indian Railways, zone-wise and actual expenditure incurred during 2002-03, 2003-04, 2004-05 and 2005-06 is shown in the table below:

(In Rs. Crore)

Railway	2002-03		2003-04		2004-05		2005-06		
	B.E.	A.E.	B.E.	A.E.	B.E.	A.E/(Prov.)	B.E.	A.E.	upto June (Approx.)
Central	24.01	28.67	16.33	19.32	11.06	15.36	10.79	3.33	
Eastern	34.08	0.28	15.67	9.12	22.19	12.46	20.65	1.54	
Northern	23.59	19.39	26.67	27.38	24.87	27.79	21.83	5.64	
North Eastern	19.85	12.40	7.82	8.03	9.30	10.15	9.25	1.81	
Northeast Frontier	19.68	16.69	9.91	14.60	12.18	11.88	12.52	2.69	

Southern	17.00	20.47	25.33	20.04	21.75	20.69	17.63	4.54
South Central	15.77	16.11	9.57	15.63	13.66	41.35	13.32	6.12
South Eastern	19.88	14.47	12.14	6.18	9.22	7.00	9.29	2.96
Western	23.53	24.72	30.47	14.57	26.23	18.42	25.37	1.69
East Central	19.25	13.91	33.47	19.88	31.93	2.59		
East Coast	4.97	3.55	4.30	4.16	8.96	1.10		
North Central	4.63	4.39	4.25	6.11	6.24	1.06		
North Western	7.61	6.50	3.43	6.75	4.58	1.17		
South East Central	6.68	5.23	10.06	8.37	12.25	2.36		
South Western	5.71	3.94	4.49	4.67	10.26	1.41		
West Central	1.69	7.42	2.79	7.22	3.80	1.62		
Metro	2.61	1.92	0.55	1.38	1.80	0.50	3.480	
TOTAL	200.00	175.12	205.00	181.19	215.05	222.76	222.15	41.63

BE - represent Budget Estimates and
A.E. - represents Actual Expenditure

(c) & (d) There are more than 8000 railway stations on Indian Railways. Upgradation/renovation/modernisation of railway stations is a continuous process and the same is undertaken every year in accordance with the laid down norms based on traffic growth and inter-se priorities. A large number of new works is sanctioned every year for various stations and these along with other `works in progress` under Plan Head `Passenger Amenities` are exhibited in the Works Machinery and Rollling Stock Programme, Part ll presented every year in the Parliament along with Budget documents. In addition, improvements at stations are also carried out as a part of Doublings, Traffic Facility works, Gauge Conversions, Computerisation etc under relevant Plan Heads. Since this is a continuous process, a general target cannot be fixed.

(e) & (f) Do not arise